

Submitted Date	Submitter	Comment	Type	Location	Response	Source	Response Date	Resolved?	Follow Up
3/9/2022	John Mayer	My opinion and suggestions regarding this car door/transfer bridge arrangement were reviewed and rejected by the designers 5 years ago for reasons which with I still disagree. That being said, I would like to go on record that in my sincere opinion the car door/transfer bridge arrangement, while interesting and innovative, will ultimately lead to service interrupting breakdowns. I strongly believe that a design of far greater simplicity and robustness would be most beneficial and prudent. One of the outstanding attributes of the current Tustumena is almost ALL of our systems are maintainable and can be repaired by our own crew. Our engineers have built a reputation of self-sufficiency, making repairs in very quick fashion with little or no support from outside sources. For instance, when an elevator cable broke, our crew replaced it on our own in about 5-6 hours. I fear a design that is complicated and too intricate for crew alone to repair without outside vendors support will remove one of the strengths that has kept Tustumena operating in a near self-sufficient manner for many years. If this current design should fail in a far flung port out the Chain, our engineers most probably won't be able to fix the problem as they are able to do now. I firmly recommend this design be reevaluated and a simpler, more robust system be considered. A system that may be overridden in the event of a break down. Simple to build, simple to operate, simple to repair. It need not be intricate and gadget driven to be effective. In Tustumena's region of operation, rugged and enduring are far more necessary qualities of operating systems. Again, this is my humble opinion firmly based on witnessing Tustumena's vehicle elevator operate for the past 21 years. That is more experience with that system than anyone person currently employed with AMHS with the exception of maybe our Chief Engineers.	Operational	VETS	<p>There are several issues preventing use of a solution like on the existing Tustumena.</p> <p>1. What the Tustumena has for the entire VETS is NOT approvable in today's regulatory environment. The method for handling and securing the shore ramp will not meet modern safety standards.</p> <p>2. Additionally, even if we could there is insufficient space to offer such a system without losing the ability to handle vans without doing the "double shuffle" if utilizing inward opening doors to avoid having to open prior to docking. If we use outward swinging doors there might be space but a new ramp support, accuation, and attachment mechanism would need to be designed to meet current safety standards. The presented design is a compromise of design needs.</p> <p>3. Since 2016, based on concern about damage to the integral ramp/door impacting operability a "break away" feature has been added in case of surge issues.</p> <p>Concern for simplicity and ease of repair is high on the priority list for this system and the option proposed is only a concept. One of the major desired takeaways from the Shipyard input in Pre-Construction is the development of the VETS with input from a third party expert (PAR or similar). The goal will be to push towards KISS concepts while still being able to provide desired functionality and levels of safety. Please provide detailed concerns so we can look to address each during the expanded design efforts.</p>	Glostten, PM	3/14/2022		
3/9/2022	John Mayer	Ensure exterior door designs will function properly in all conditions. Current Tustumena exterior doors regularly break and fail to function, specifically the closing and securing mechanisms	Materials	Exterior	This is a materials selction and procurement issue. As the final make/manufacture of the doors will be chosen by the Shipyard during the construction phase. Selecterd products will need to be reviewed and approved by the Department, as such quality of these doors and other materials will be closely watched by the Resident Engineer (PM)	PM	3/14/2022		
3/9/2022	John Mayer	Install angled plating or wedges on top and bottom of sponsons where life boats and the FRB go up and down to allow boats to slide past the sponsons during deployment or recovery. Will also aid in pilot boat operations	Operational	Exterior	Need is noted. Will be addressed during detail design efforts	PM	3/14/2022		
3/9/2022	John Mayer	Is there a pilot boarding station?	Operational	Access	If one is needed it can be added. Consider forward of VETS on Cabin Deck aft of Bitts	Glostten	3/14/2022		
3/9/2022	John Mayer	Rethink main hatch lifting system. Hydraulic lines are susceptible to cold temperatures and this system would be exposed to freezing conditions for a sizable period of time. Consider use of wires and sheaves. The current system on Tustumena has worked without fail for many years. I believe it would to be a better system for the TRV	Mechanical Design	Hatches	<p>The failure mode is considered worse for cables. We will need double drum winches and manual latches. Manual Latches are maintenance issues in these conditions numerous individual points of failure.</p> <p>Kennicott exterior Hydraulics have been succesful to date. There is of course maintenance needs to them, same with wire and winch.</p>	Glostten, PM	3/14/2022		
3/9/2022	John Mayer	Try to add one more E-Gear Locker, preferably somewhere on the Solarium or Boat Deck. Spread out firefighting assets	Arrangements, Safety	Solarium Deck, Boat Deck	Will incorporate during detail design efforts	Glostten	3/14/2022		
3/9/2022	John Mayer	Move the office door of either the Master or Chief Engineer forward so they are not staring at each other across the passageway from their respective desks	Arrangements	Bridge Deck	Will incorporate during detail design efforts	Glostten	3/14/2022		
3/9/2022	John Mayer	If there is a catwalk around the bridge and if so, does it affect visibility especially on the wings	Arrangements	Bridge Deck	A catwalk is incorporated in current design. It will impact visibility at extreme downward angles due to handrails and grating. A bar and safey clip/cable arrangement can be used if desired for exterior access to Bridge Windows. The 2016 desing had no catwalk.	Glostten	3/14/2022		
3/9/2022	John Mayer	Consider a ferrous material on the aft end of the Solarium Deck that would allow for use of heavy magnets to anchor passenger tents. This may greatly reduce or eliminate the use of duct tape which most Solarium campers use to hold down their tents	Passenger Comfort	Solarium Deck	The solarium deck is steel. Protective and Non-skid coatings at delivery will likely be rather thick in combination requiring strong for this purpose.	Glostten, PM	3/14/2022		
3/9/2022	John Mayer	In port Side Lounge, replace chairs with booths and tables. Mirror starboard Side Lounge Arrangement	Arrangements	Boat Deck	This can be done but Capt Merill had requested move to chairs from benches. It was reported that passengers often monopolize several benches and the thought was moving to a higher percentage of chairs would alleviate this issue to some degree. This also provides more seating space Port Side. Stbd side is intended for family use due to locaztion of Play Area and the bench issue is thought to be less an issue with families.	Glostten, PM	3/14/2022		
3/9/2022	John Mayer	Public access to the foredeck? If so, fantastic.	Arrangements, Passenger Comfort, Access	Boat Deck	The design allows for foot traffic to the foredeck. Restriction of access to area of Mooring Equipment will be up AMHS.	Glostten	3/14/2022		
3/9/2022	John Mayer	Place round tables in Officer's Mess instead of square tables	Arrangements, Crew Comfort	Boat Deck	Move to round tables can be done but seating will be lost. Same desire for Crew Mess?	Glostten	3/14/2022		
3/9/2022	John Mayer	Consider possible hard rolling cover for FRB to maximize weather protection and expedite deployment process	Operational	Boat Deck	This is doable and could be incorporated in to final specification. However, initial review indicatres this will be a significant cost item and space intensive at deployment. Can be researched further if a major concern but current position is that cons out weight benefits.	Glostten, PM	3/14/2022		
3/9/2022	John Mayer	Where are the Linen Lockers for the stewards tending to passenger staterooms?	Arrangements	Cabin Deck	There is one at Frame 176, port. How many are desired? How about number of cleaning gear lockers? There is sufficient space to add these spaces.	Glostten	3/14/2022		
3/9/2022	John Mayer	Add heated line stowage boxes in bow area	Arrangements, Material Selection, Crew Comfort	Cabin Deck	Additional heated boxes can be specified in the forward areas as desired. How many and where are they desired? Are these needed in addition to the Deck Locker?	Glostten, PM	3/14/2022		

Submitted Date	Submitter	Comment	Type	Location	Response	Source	Response Date	Resolved?	Follow Up
3/9/2022	John Mayer	Crew Lounge vs Crew Rooms – I STRONGLY recommend the suggested crew lounge be deleted in favor of more space for crew staterooms. In my considered opinion crew would far more prefer to have their own room instead of a crew lounge. Crew morale would be far better served by providing everyone their own room instead of adding a crew lounge Suggest moving the Exercise Room to the space currently designated as Crew Lounge. Use the current Exercise Room space to create two more crew staterooms Add 4 crew rooms on the center line between frames 50-70	Arrangements, Crew Comfort	Mezzanine Deck	We can squeeze 1 or 2 more crew staterooms in place of the Crew Day Room. The challenge is getting around the service elevator. Crew staterooms need to have windows per MLC. By deleting the exercise room in favor of 2 crew staterooms, we can get to 21 crew staterooms. We can possibly squeeze a few more into the design by squeezing baggage and other spaces. Adding 4 staterooms between 50-70 is not possible as all staterooms must have exterior windows per MLC regulations. Additionally this would remove 2 vans from the capacity impacting the longterm benefit to communities.	Glosten, PM	3/14/2022		
3/9/2022	John Mayer	Consider reassignment of crew rooms to put stewards closer to stair access to upper deck and galley. This would be on the starboard side. (Something that can be done later and won't impact current design)	Arrangements, Crew Comfort	Mezzanine Deck	Room assignments are upto AMHS. This proposed location for Purser was selected due to it being a bit larger. If the larger room is not desired a linen locker or cleaning gear locker could be added and size adjusted to match others.	Glosten, PM	3/14/2022		
3/9/2022	John Mayer	What's the difference between crew baggage and baggage? Portside forward Frame 24-50. Just askin'	Arrangements	Mezzanine Deck	This arrangement duplicates the current Tustumena. If separate spaces are not desired the space can be combined or possible one more stateroom added with some clever rearrangement. Thoughts?	Glosten, PM	3/14/2022		
3/9/2022	John Mayer	Move E-Gear Locker on portside car deck to forward of stair casing on Starboard side at frame 100-110. Current location restricts access if car deck is full. The proposed location provides spacious access to stair cases via fire lanes along the casing.	Arrangements, Safety	Main Deck	If we move it to Fr 100 need to be outboard of the vehicles or we'll lose a car spot. We might be able to make one at Fr 130 in the starboard casing w/o losing a car spot. This can be iterated during arrangement refreshes as we move forward and impacts studied.	Glosten, PM	3/14/2022		
3/9/2022	John Mayer	Suggest swapping the port side paint locker with the space currently designated as workshop. Also expand the size of the workshop by absorbing the space shown as E-Gear Locker which was moved to the starboard side	Arrangements	Main Deck	This can be incorporated. The extent will depend on exact results of E-Gear Locker.	Glosten	3/14/2022		
3/9/2022	John Mayer	Discuss what form of tie down system to be utilized	Arrangements, Operational, Materials Selection	Main Deck	As of 2016 design after crew input there are raised buttons in open van area, flush buttons in way of turntable, and perimeter pipe guard with attached krinkle bar supporting it in Car only areas. Thoughts?	Glosten, PM	3/14/2022		
3/9/2022	John Mayer	Consider adding a gasoline/propane locker just aft of the port side car door (Frame 278-290). Why? Portable gasoline containers and portable propane tanks not secured to a vehicle must be stowed in the paint locker while underway. On Tustumena the most efficient place to remove and return each individual container is while each vehicle is on the elevator closest to the paint locker port side aft on the car deck. By putting a locker designated specifically for these containers in the location suggested above it would permit for the quickest and easiest movement of containers	Arrangements, Operational, Safety	Main Deck	This can be done. Easiest way to comply with CFR's is to have a second paint locker	Glosten	3/14/2022		